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On the other hand, because there might be roads willing for whatever cause to settle on such terms, certainly that should be no reason why other roads should be asked or expected to make the same terms, even though they regarded the settlement terms as a flagrant breach of contract with the old man or the new man on the job, though they regarded the settlement terms as nothing less than an embrace of dishonor.

Men that cannot compromise with their conscience are not called upon in this American country of principles and good faith to go along with men that can compromise with their conscience. Men that have bound themselves by the most solemn pledges not to betray or desert loyal employees are not called upon to go along with men that have not so bound themselves.

At the meeting of railroad executives to-day to consider terms of settlement for the shop workers' strike it does seem very clear that if there are railroads that desire to go and are going to go their way in respect of any sort of settlement, other roads that are not willing to tread that unless path should likewise go their way, going it in good faith with their men now employed and in honor with themselves.

If the railroads are right in their contention that the strike is broken anyhow, with some 70 per cent. of the vacancies already filled on all the important carriers and the other 30 per cent. sure to be filled in a few days—if that is the fact, and the great roads must know what they are talking about, probably the strike leaders on second thought would be glad enough to let their men go back where they could get back.

If the strike really is broken, if within a month there will be no vacancies left for any strikers to go back to work on any terms, that would seem to be little doubt that the strike leaders would see the sense of taking something for some of the strikers on some of the roads rather than nothing for any of them on any of the roads. So if some of the roads want to make such terms let them, but don't let them try to drag the other roads where they cannot go in conscience and in honor.

In any event, the roads that stand by the men who stood by the roads are going to be backed up by the American public.

There is no time left between now and November to make a good enough measure out of the Fordney-McCumber tariff monstrosity to win public confidence. There is no time left to correct in a sound, scientific way even the schedules that are the most extravagant in their economic lunacy and the most hateful to the American public. There is no time left to extract half the wrong and evil of the measure. There is no time left to do much of anything but to run for shelter out of the storm.

A frightful economic blotch has been made out of the whole tariff. Anybody in his senses knows that it is beyond all hope of satisfactory repair in the next few months or several weeks. Anybody competent to do the job knows that. To go before the country with this tariff blotch would be simply to commit, on the heels of the unparalleled economic blunder, a colossal, unexampled political blunder.

Let the tariff wait until after the November elections.

How About the State Canals?
If the New York State canals are ever going to be useful to the people who paid for them and who pay for their maintenance those canals should be useful in the present period of transportation difficulties. If the canals are not a godsend at this time they are not likely ever to be of large value.

With some railroads curtailing the movement of freight because of the shopmen's strike, with the Interstate Commerce Commission issuing priority orders, the New York canals have their great opportunity.

Even if the shopmen's strike ends soon, even if the coal miners' strike ends soon, there will be opportunity for the New York canals to be useful to the people who paid for them.

No matter how soon the unions allow the railroads to perform their function in our national life, no matter how soon the unions allow a full supply of coal to be taken out of the ground, there will be an enormous demand for transportation, and primarily for transportation of grain

and coal, commodities that may be safely shipped by canal.
The earliest date on which the Erie Canal has been closed to navigation in ten years is November 15. The earliest date on which the Hudson River has been closed to navigation in ten years is December 9. If the New York State canals, which represent an enormous investment by the people of the State, are ever to prove they are worth the money that has been poured into them that proof should be forthcoming now.

Stand by the Loyal Men.

If there are railroads in the United States that mean for themselves to settle the shop craft strike on whatever terms might be agreed on by the union, it is not apparent what could stop them, whether the other roads, public opinion, the United States Railroad Labor Board or the Government itself. Such roads might be so bent upon settlement that they would call a truce with the strikers, although it were based on sacrifice of the men that had stood faithfully by the roads and the public when the unions were ordered out. They could do so if they were so disposed. They know that; the men know it.

On the other hand, because there might be roads willing for whatever cause to settle on such terms, certainly that should be no reason why other roads should be asked or expected to make the same terms, even though they regarded the settlement terms as a flagrant breach of contract with the old man or the new man on the job, though they regarded the settlement terms as nothing less than an embrace of dishonor.

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better physical condition than after previous winters.
Analysis shows the artichoke to be as rich in carbohydrates as the potato, and much richer in protein. The following table of percentages gives the component parts of the tubers of both these plants:

	Potato.	Artichoke.
Protein	2.2	5.31
Fat	0.1	.48
Carbohydrates	18.4	18.65
Cellulose		1.32
Minerals	1.0	1.76
Water	78.3	72.48

Mr. Sibley suggests that every farmer and stock grower make a small experiment in the growth of artichokes. He says that he knows no other crop that can be produced at so small expenditure of time, labor or cash. That alone is a strong recommendation, and there will probably be no lack of agriculturists sufficiently interested to follow up Mr. Sibley's experiments. It is quite possible that we may have been slighting one the most useful of food plants.

Hard Coal Next Winter.
If the railroad shop workers' strike were settled to-morrow, for the matter of that, if the roads went on filling the strikers' vacant places for another thirty days at the rate they have put on new men in the last thirty days, that other great strike, the strike among the soft coal unions, would be by way of settling itself.

The haulage of soft coal, both in the primary movement from the non-union mines by the railway coalers and in the secondary movement of general distribution by all the carriers, is so huge a traffic that rail equipment is of cardinal importance in the coal situation. This equipment is now assured whether there is a settlement of the shopmen's strike or whether the roads, having fought out some 60 to 70 per cent. of the way in the matter of manning the shops, go on and fight out the other 30 to 40 per cent. of the way.

While, however, the bituminous situation is safe for the near future, the anthracite shortage is quite another thing. As against the record already achieved on the one hand by the non-union bituminous mines of getting out two-thirds of the country's soft coal needs, and as against their capacity to increase their output under the reign of law and order to three-quarters of the country's needs, there is on the other hand and has been for three months no production at all by the anthracite mines which had been thoroughly unionized.

It is true that in that time there has not been a large consumption, hard coal being used mainly for heating purposes in the North Atlantic States. So the hard coal supply in existence on April 1, when the strike began, has not been greatly reduced, although it has changed hands from jobber to retailer and from retailer to consumer getting it into the bin. But there was no considerable excess supply of anthracite when the strike began. And to carry over the winter there should be a heavy surplus by now.

If, therefore, anthracite is not mined in full supply within a few weeks some parts of the East, particularly in New England, are going to suffer from lack of hard coal before the backbone of next winter is broken. Meanwhile, every consumer of anthracite that can use any other kind of coal or fuel whatever would be wise to think about putting in some kind of substitute supply. The hard coal deadlock between union and non-union forces will end some time, it might end suddenly, but those who will need coal for heat might as well get it wherever they can. In the dog days is the time to make provision for warmth against the next winter's freeze.

Water Sports for New Yorkers.

New York city has 578 miles of waterfront, of which about 200 miles have been developed for commercial purposes and about thirty miles set apart for park purposes. MURRAY HULBERT, President of the Board of Aldermen, believes that part of the remaining 350 miles of undeveloped waterfront should be devoted to recreational activities and the encouragement of water sports of all kinds. With this idea in mind he proposes to spend part of his vacation in studying the aquatic recreations facilities of the cities along the Great Lakes, both in this country and in Canada; and he hopes that on his return to New York he will be able to make recommendations to the Board of Estimate and Apportionment for the municipal development of yachting, motor boating, rowing and canoeing.

Aside from the provisions made for bathing and swimming, the reservation set apart on the Harlem River for the bathhouses of rowing clubs, the landing basin at the Batavia for the use of the small boats of yachts, and a landing stage on the Riverside Drive front, the city of New York has done practically nothing for the large number of men and women among its citizens who are ardent devotees of yachting, boating and canoeing. New Yorkers who seek recreation on the water have developed scores of yachting and boating centers at their own expense from City Island to Jamaica Bay and Staten Island waters, some of which have added materially to the wealth of the city through the increase of land values, but with practically no assistance from the municipality. President HULBERT's project has

an important public aspect. It should aid in the development of the American merchant marine and the Naval Reserve force. The personnel of each would be strengthened by the boys and young men who grew to love the sea through the approach of boating, the best training in the world for real sailors. No judicious person would want municipal regulation of yachting or boating; but there is no devotee of those most wholesome sports who would not welcome municipal encouragement of it, possibly by reserving portions of the undeveloped waterfront for yachting and boathouses with such wharf facilities as they have in the Interstate Park, for example.

Screens Artistic.

The University of Illinois has announced that a member of its faculty has invented and obtained letters patent on a combination motion picture-talking machine record film which solves the problem of talking motion pictures. In this device "from two-thirds to three-quarters of the width of the film is given over to the usual visual impressions, while sounds are recorded on the remainder of the film. The ringing of a bell or the slamming of a door is heard as distinctly as a human voice, it is announced."

For many years experimenters have tried to combine sound reproduction with picture projection. One great difficulty had been to synchronize words with acts and to provide for elision of words when the picture film was cut to eliminate word places. Obviously, if pictures and words are impressed alongside each other on the same film, one cut will care for both. It is equally obvious a cut might utterly destroy the continuity of the words when the omission of the pictures removed would scarcely be noticed.

It is natural to think first of the theatrical possibilities of synchronizing talking machine records and motion pictures. What records would a film reproducing Edwin Booth's voice and acting be worth to students of the drama now and in all time to come? Who has not wondered whether CHARLIE CHAPLIN can say things as naive and ridiculous as the things he does? CARUSO's voice is preserved for all time; his method of theatrical representation is gone. But in other fields a talking-motion picture would be of supreme value.

A great surgeon demonstrating his method of operating and explaining how and why he follows the technique he does might teach through eye and ear in hundreds of amphitheaters instead of in one. A Henry Ward Beecher or a T. De Witt Talmage might not only be visible but audible, with each gesture suiting his spoken word to all generations. Every school could have the benefit of the images and voices of the greatest of teachers. Instruction in all the arts, in manual occupations, in calligraphy requiring unusual dexterity, in intricate trades, could be given to all generations by the most notable masters if enduring talking-motion pictures were produced.

In the past great teachers, the Mark Hopkins and the Horace Manns, have lived in their pupils and in their pupils' pupils. In the future great teachers may live in the film to fill, through eyes and ears, the minds of their disciples. DIOGENES in his tub saying to ALEXANDER, "Stand from between me and the sun," would inspire any schoolboy to study Greek.

A Brooklyn aspirant for honors in athletics decided to show his mettle by beating up a policeman. He did not succeed, and was sent to jail for a fortnight to recuperate. Probably he thinks he was unlucky, but had he accomplished his purpose he might have been looked up five or ten years. His escape from this fate should reconcile him to his temporary loss of freedom.

The weakness for water which the subways are displaying doesn't win the approval of even ardent prohibitionists.

In Pughtown, Pennsylvania, a bridge 100 years old is to be razed with dynamite. Unlike the Brooklyn Bridge, it has no municipal commissioner to destroy it with a wave of his pen.

Jase Cahoon.
This is the story of Jase Cahoon, with a moral attached to an old bassoon.

No one knew where he'd found the thing. Nor learned to make it bray and jing.

Through winter snows and summer heat That thing to him was drunk and meat.

His chums chopped wood and pitched the hay While all Jase did was loaf and play.

He played it morning, noon and night; He played it in and out of sight.

He played it sitting, standing, lying; He played it walking, talking, crying.

He played it waking, washing, sleeping; He played it limping, limping, leaping.

He played it breathing, coughing, sneezing; Played it hiccupping, gasping, wheezing.

No Settlement of Dishonor.

Justice of Depriving Loyal Shopmen of Their Seniority Rights.
To THE NEW YORK HERALD: Permit me to congratulate you for that most excellent editorial article entitled "No Settlement of Dishonor" in THE NEW YORK HERALD.
Not only did the United States Railroad Labor Board declare when the men went out that the strikers had forfeited all their rights of seniority, &c., but the Administration at Washington also stated in most emphatic terms that the strike was one against the Government and that the old employees who remained at work as well as new men employed to take the places of strikers, could in no sense of the word be considered as "strike breakers." The railroad executives relied on these statements and no one can now justly criticize the stand they now take on the subject of the restoration of seniority rights and their determination not to abrogate promises made to old employees who remained at work or to new men employed to fill the places left vacant by the strikers.

To welch on all those statements at this time would most certainly discredit both the Labor Board and the Administration and would also cause all fair minded persons to lose all faith in the railroad, the labor board and the Administration.
The strikers maintain that seniority rights mean nothing to present employees, but that they mean everything to them—the strikers—a perfectly ridiculous statement the fallacy of which can be conclusively shown by the following concrete illustration: A certain young man here in Albany has been in the employ of the New York Central as a shopman in the West Albany shops for between four and five years. When the strike was called he refused to go out and has worked steadily every day since at not a little danger to himself, as he lives about two miles from his place of employment and the work has been passed around so that he will suffer physical violence because of his persistency in remaining at work. Many of the striking employees had been in the employ of the road much longer than he had been, so it clearly follows that when the strike commenced others enjoyed seniority rights much superior to his.

Even now many faithful employees of the company enjoy such rights superior to his. But by reason of his decision to remain at work his seniority rights must certainly be very greatly advanced, and for the railroad labor board or the executives of the New York Central now to take the strikers back with full restoration of the seniority rights enjoyed before they went out on strike would work great injustice to him as well as to all other employees who did not strike, and would be but a premium for non-observance of law and order. To maintain that such seniority rights mean nothing to present employees is certainly not founded on cold, hard facts.

This is not a brief for the United States Railroad Labor Board nor is it an argument against the right of any individual, or group of individuals, to cease to work under conditions which do not seem fair and reasonable. It is simply the expression of a belief which all lawabiding citizens hold; namely, that any man who has the opportunity to work and elects to do so should be allowed to do so just so long as he proves himself content to fill the position and that he should not be made to suffer for the benefit of others who of their own free will and for reasons best known to themselves elected not to work.
FOSTER PRYNN.

ALBANY, July 31.

Upholding Loyal Workers.

To THE NEW YORK HERALD: Heartily commendations for your splendid editorial article "No Settlement of Dishonor." H. C. HOPKINSON.
NEW YORK, July 31.

Sentiments of the Lawabiding.

To THE NEW YORK HERALD: Your editorial articles of last Saturday on "No Settlement of Dishonor" and on "Gomper's express the sentiment of lawabiding people. Only you did not go far enough."

The men who struck should not be sent back to the shops under any consideration. They should be taught a lesson. And as to Gomper, the way he has spoken about the Supreme Court and the President of the United States should not be tolerated. These agitators and their blind followers must be put down, and there is no better time than now. W. B. REED.
HARTFORD, Conn., July 31.

From a Sufferer.

To THE NEW YORK HERALD: Permit me to thank you for your editorial article entitled "No Settlement of Dishonor."

I am not a railroad man, either as a stockholder or as a laborer, but simply one of the vast American public suffering from the apparently uncalled for strike who agrees with your closing words "Let there be no strike settlement of dishonor." F.
NEW YORK, July 31.

A Scrap of Paper.

To THE NEW YORK HERALD: Why should the railroad executives think it necessary to attack to their agreement about seniority rights?
It's only a scrap of paper.
FRANK S. MALLETT.
NEW YORK, July 31.

Scrape Bud Worm Destruction Contest Closes To-day.

To THE NEW YORK HERALD: In the interest of conservation of our